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great improvement on the version of Ternaux-Compans, who had not at his command the documentation of which the present volume gives such an abundance of rare—nay, of unique—material.

A. F. B.

**The Story of the Congo Free State: Social, Political and Economic Aspects of the Belgian System of Government in Central Africa.** By Henry Wellington Wack. xv and 634 pp., 125 Photographic Reproductions, Maps, Appendix and Index. G. P. Putnam's Sons, New York and London, 1905. (Price, \$3.50.)

This volume tells the history of the Congo Free State from its inception, through the periods of formation and development, down to the present time. It is a story worth recording. All students of the African movement know that no other part of barbarous Africa, not even Uganda, has made such progress as the Congo Free State. This is shown by many material facts. Even photographs give abundant evidence. The pictures in this volume of railroads, steamboats, schools, missions, hospitals, orphan asylums, farms, and trade schools where natives are learning carpentry, printing, tailoring, and other forms of skilled labour supply incontrovertible testimony to the transformation in progress.

The author is a lawyer and a student of African affairs. His legal training undoubtedly helped him to write his able analysis of the political relations of the Congo Free State from the Berlin and Brussels Conferences to the present year. He discusses the legal aspects of the founding of the State, the régime which the Berlin Act sought to introduce into the Congo Basin, the principles upon which the Congo system of internal government is based, and questions of frontier and diplomatic settlements. The attention the author has given to African matters also helps him in his treatment of the geography and tribes of the Congo, though he is not a geographer. Mistakes occur, such as the statement that the Aruwimi joins the Congo just below Nyangwe (p. 52). It was not Dr. Junker who discovered the Welle, but Dr. Schweinfurth, and it was Grenfell instead of Van Gèle (p. 53) who revealed the lower Mobangi, and ascended it 400 miles, though it was Van Gèle later who established its identity with the Welle-Makua, and proved it to be the largest Congo tributary. Such inaccuracies are not numerous, and are easily corrected.

It is not within the scope of the *Bulletin* to comment on the accusations brought against the Congo State in England. Four chapters, however, are filled with the testimony of men of world-wide reputation, who say in effect that the recitals of outrages upon the natives and of bad administration are perverted and exaggerated statements; and evidence is adduced that the progress of the State and of the natives under its rule has been remarkable, and that the State is prospering in a greater degree than any other of the African colonies.

The book is in large part the story of this progress, which is, indeed, remarkable when we remember that only twenty-five years ago the Congo region was the darkest part of Africa. At that time the Arab slave-raiders carried on their trade with brutality over the eastern third of the Congo Basin. The Congo Free State brought about the complete suppression of these devastating bands, and there is now no slave-raiding in this vast territory—a third as large as the United States. Cannibalism, human sacrifices, inter-tribal wars, and other great evils have been suppressed in large areas, and before many years will disappear entirely.

Here are some condensed facts that are given *in extenso* in this volume:

Thirteen telephone and telegraph offices are open in the State. The telegraph extends from Boma

up the Congo to Coquilhatville, nearly 750 miles. Another telegraph line 200 miles long connects Kasongo on the Lualaba with Baraka on Lake Tanganyika.

Extensive harbor works have been erected at Banana, Boma, and Matadi. The river channel in the lower Congo is being constantly improved by dredging. The present tonnage into and out of the ports of Banana and Boma is now over 500,000 a year.

A large flotilla of steamboats does excellent service on the upper Congo. The State operates thirty-two of these vessels, the commercial companies about forty-five, and private individuals and missions have smaller steam craft. The tonnage of the upper Congo steamboats is 1,675; the marine service numbers 166 whites and 1,200 blacks. The Government has a fortnightly steamboat service between Leopoldville and Stanley Falls, about 1,000 miles.

The railroad between Matadi and Stanley Pool, 270 miles long, has proved to be one of the most profitable railroads in the world. First-class passage costs \$100, and second-class (for natives) \$10. Freight rates are also very high. The road has a monopoly of freight carriage between the interior and the Atlantic. As the book was going to press, news was received of some reduction in these charges.

A railroad line is being constructed between Stanleyville and Ponthierville to circumvent the eighty-mile stretch of rapids on this section of the river. The line will be completed this year.

In and far around the numerous Government stations life and property are practically as secure as in any part of Europe or America. A large acreage is being turned by the plough for the growing of coffee, cacao, Assam tea, pepper, cinnamon, and other condiments.

Great expense has been incurred by the State and various companies in the purchase and importation of horses and cattle selected from the best European stocks. The enterprise has proved very successful. These breeding establishments, many of them on the upper Congo, now exceed 70, and there are now in the State 4,500 cattle of European origin, with 60 horses.

The State offers rewards to the natives for the cultivation of coffee and cacao, supplies the necessary seed, and buys all the produce. Coffee flourishes best in the districts of Equateur, Aruwimi, and Stanley Falls. In 1894 the coffee plants amounted to 61,517; in 1902 to 1,996,200.

Caoutchouc is harvested by extracting the fluid from the stem in such a way as to do no injury to the plant. It is a simple operation. The rubber annually exported is about one-sixth of the world's supply. The forests abound with rubber, and the value of the vines thus far planted by the Government and the companies is about \$1,000,000.

The Government has prohibited the shooting of elephants to prevent their extinction in the Congo forests. The cutting and export of lumber is regulated by law, as it is intended to preserve the forest areas.

The State discourages polygamy. No man with more than one wife is eligible for employment either in the military or civil service. Christian marriages between natives take place by thousands every year. Alcoholic liquors are prohibited over nearly the entire area of the State, the sale being limited to 12,500 square kilometers on the lower river.

The export of commodities produced in the State for 1903 amounted to \$10,919,567, of which over four-fifths was rubber, the next largest items being ivory and palm nuts. In the same year the imports amounted to \$4,179,266, of which Belgium supplied three-fourths.

There are between 200 and 300 white Protestant missionaries, besides native evangelists. The Roman Catholic missions number 384 missionaries and sisters. The missions of the Protestant sects are prosperous and are doing great good, but the solidarity of the Catholic missions has especially favoured their growth. They are maintaining over 500 schools, 113 churches and chapels, 529 farm chapels, 7 hospitals, and there are 71 Christian villages and 72,383 professing Christians enrolled.

Both Protestant and Catholic mission societies maintain many trade schools. Thousands of children are taking courses of instruction in all the common useful arts. The Government also maintains at many of its stations similar courses of manual training. Both boys and girls are quick to learn, and when they complete the course of training they readily find employment in the Government, commercial, or missionary enterprises. In 1890 the Government assumed the guardianship of orphans and forsaken children, who are now provided at various stations with the means of livelihood and a practical education. It is believed that as a result of the wise and broad policy established in the Congo State its black inhabitants will acquire the habit of regular work and attain a degree of civilization that is beyond their reach as long as they remain in a state of primitive idleness.

The map in colours deserves special mention because it is an American product of more than average merit, while exhibiting at the same time some of the defects that make the general cartographic output of our map-houses so inferior to the standard required in most European countries.

Very good material was evidently placed in the hands of the manufacturer, and his engraver made a faithful effort to produce it. Unfortunately, some of this mate-

rial was a little old; and as maps made in our country seem to lack adequate geographic supervision unless it is supplied by the persons ordering the maps, mistakes naturally occur.

The basin of the Kwilu River, north of the Congo, for example, is included within the limits of the Congo Basin, though it is tributary directly to the Atlantic. All the longitudes are given as west of Greenwich, which is regrettable, as the whole of the Congo Free State lies east of Greenwich.

The "proposed" route of the Cape to Cairo R.R. is extended as far north as Lake Tanganyika, though all who know this enterprise are aware that its route has not yet been determined beyond Broken Hill in Northeastern Rhodesia. Four thousand black labourers, under white superintendence, are building the railroad between Stanleyville (called Stanley Falls on the map) and Ponthierville. Upon the completion of this railroad at the end of the present year there will be continuous steam communication for over 1,700 miles up the river. Geographical periodicals have told of this railroad for months past, and three of them have mapped it; but there is no sign of the road on this map specially made to illustrate a book which, by the way, describes the enterprise.

The map has no indication of heights, though many elevations have been ascertained. No rapids are marked in the cataract region of the lower Congo. If figures had been given to show that the difference of elevation between the termini of the railroad around these cataracts is 1,800 feet, the map student would naturally infer that the river is not navigable in that district. Many names mentioned in the book are not given, and a considerable number of Government stations are not indicated. A little competent direction would have improved the map, which has excellent features.

**The Republic of Chile. The Growth, Resources, and Industrial Conditions of a Great Nation.** By Marie Robinson Wright. 450 pp. and about 275 half-tone Illustrations. George Barrie & Sons, Philadelphia, 1904. (Price, \$10.)

A quarto with heavily-weighted pages such as this volume is not to be handled comfortably unless it lies on a table. The publishers have done their part in a sumptuous manner. The book adds nothing to geographical information, but it is a well-told story of one of the most progressive of the Latin republics, from the pen of an experienced writer who spent two years in studying Chile on the ground.

The history, government, and trade of the republic, its cities, social life and beautiful homes, culture, agriculture, mining, and aborigines, from the nitrate fields to Tierra del Fuego, are all depicted with pen and camera. The photographs are beautiful, and show every typical aspect of the country and what the Chileans have done to develop the land and advance civilization. One is surprised to see that a few residences which would adorn the suburbs of New York are to be found at Punta Arenas, on Magellan Strait, the most southern city in the world. Some map-makers who still show Juan Fernandez as a single island might read Mrs. Wright's description of these islands with advantage.

**By Nile and Euphrates. A Record of Discovery and Adventure.** By H. Valentine Geere. xii and 355 pp., 33 Illustrations, a Map of the Euphrates valley, Glossary, and Index. T. and T. Clark, Edinburgh. Imported by Charles Scribner's Sons, New York, 1904. (Price, \$3.50.)

Mr. Geere, a member of the staff of the Babylon expedition sent out by the Uni-